



Montana Aeronautics Board Appointments

Governor Schweitzer recently appointed five new board members to the Aeronautics Board. Tricia McKenna, Bozeman; William E. (Bill) Hunt, Shelby; Fred Leistiko, Kalispell; Roger Lincoln, Gildford; and Ted Schye, Fort Peck. The Aeronautics Board is a quasi-judicial board consisting of nine members, each appointed by the Governor for a four-year term. The Board acts in an advisory capacity to the department and has statutory authority over allocation of airport development loan and grant funds and pavement preservation grant funds. The nine-members represent various facets of the industry and at least one member of the board shall be an attorney licensed to practice law in this state. Other members currently serving on the board are John Rabenberg, Fort Peck as a member at large; Craig Denney, Billings as an airlines representative; Lonnie Leslie, Miles City as an FBO representative; and Chuck Manning, Kalispell as an education representative.



Tricia McKenna, Bozeman, Chair



William E. (Bill) Hunt, Jr., Shelby



Fred Leistiko, Kalispell



Roger Lincoln, Gildford



Ted Schye, Fort Peck

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Administrator's Column

There is no place like home: Hats off to Rick Griffith, Butte Airport Director and the 2005 volunteer host committee, Byron Bayers, Dennis DeVivo, Jean DeVivo, Alan Eliason, Dave Fine, Dave Gates, Rob McDowell, Paddy Shea, Guy Terrill, Terry Terrill and Lisle Wood for their hours of devotion to guarantee the success of the 21st annual state aviation conference. The planning, coordination and commitment displayed by these fine folks throughout the year is outstanding and the conference simply wouldn't go on without that dedication. Thanks to Patty Kautz, Montana Aeronautics Division conference coordinator and the entire staff at the division who also prepare year after year to ensure your satisfaction and enjoyment at this great event. Montana is blessed to have such tremendous support from the sponsors, exhibitors, speakers, aviation organizations, students, aviators and non-aviators that participate each year. Congratulations to all and thanks for what you do.

U.S. Customs Reminder: Bob Gadsby and Ross Lyle from U.S. Customs in Great Falls and Gerry Selk, Canadian Customs at Carway, Alberta conducted a briefing at the aviation conference regarding current issues, available entry points and procedures for clearing customs at our border. A reminder and as announced in October the United States had re-opened custom services at Del Bonita for aircraft entering the U.S. Arriving aircraft should call the U.S. customs office at (406) 336-2130 to arrange for clearance, as hours are limited and advance notice required.

Senator Burns to Chair Aviation Subcommittee: U.S. Senator Conrad Burns announced his new role on the Senate Committee on Commerce Science and Transportation as the Chairman of the Subcommittee on Aviation. "I am excited to take on this new role as Chairman of the Aviation Subcommittee," said Burns. "The issues this subcommittee deals with are certainly important ones considering the important role aviation plays in our local, regional, and national economy. We are in transitional and historical times when it comes to aviation and I am excited about this new assignment and the challenges before us." The Subcommittee on Aviation has jurisdiction over the Federal Aviation Administration, the National Transportation Safety Board (aviation programs), the Metropolitan Washington Airports Authority, the Aviation Industry, Aviation Safety, the Aviation Trust Fund and the Airports Improvement Program. Congratulations Senator Burns, the state of Montana, in particular the Montana aviation industry, is very proud to have you serve in this prestigious role. We look forward to working with you.

On another note: Jarrod Thompson, Senator Burn's transportation staff person in Washington DC has accepted the position of the aviation subcommittee staff director. Congratulations and best wishes in your new role Jarrod. Thanks for your attention and support, we will miss you and look forward to continued dialogue in your new position.

DOT Seeks Applications for Small Community Air Service Program: DOT is soliciting proposals from communities interested in receiving a grant under the Small Community Air Service Development Program to address air service and airfare problems in their communities. Approximately \$20 million is available for up to a total of 40 grants to support small towns and cities working to improve or attract airlines service. Proposals are due by April 22, 2005 and must be submitted to Dockets Operations and Media Management, M-30, Room PL-401, DOT, 400 Seventh Street SW, Washington DC 20590. For further information contact Teresa Bingham, Associate Director, Office of Aviation Analysis (202) 366-1032.



Montana and the Sky

Department of Transportation

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Debbie K. Alke, Administrator

Aeronautics Board

Tricia McKenna, Chairman

Craig Denney, Member

William (Bill) Hunt, Jr., Member

Fred Leistiko, Member

Lonnie Leslie, Member

Roger Lincoln, Member

Chuck Manning, Member

John Rabenberg, Member

Ted Schye, Member

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Aeronautics Board continued....

Tricia McKenna, Bozeman, Chair - Tricia was born and raised in Butte, and attended Eastern Montana College and Montana State University. Tricia is a registered life and health insurance agent and is a partner with her husband in John McKenna and associates. Tricia is a member of the Bozeman Chamber of Commerce. She's active in state, regional and national branches of the Special Olympics, including current service as Chair of the North American Leadership Council for Special Olympics. Tricia has also been involved with Big Brothers and Sisters, the Rocky Mountain Elk Foundation and local school organizations. Tricia McKenna will serve on the Board as a member of the Chamber of Commerce.

William E. (Bill) Hunt, Jr., Shelby - Bill is the city attorney for Shelby, Montana, and also has a private law practice there. He served for a time as city attorney for Chester, Montana, his hometown. Bill received his bachelor's in English literature from the University of Montana in 1990 and his law degree from the UM Law School in 1998. Bill is a member of the Montana Army National Guard and currently holds the rank of captain and commander of the 3669th General Support Maintenance Company in Helena, Missoula, Dillon and Culbertson. He's a volunteer emergency medical technician and a board member for the Toole County Golden Triangle Mental Health center. He's a past board member for the Toole County Crime Stoppers. Bill Hunt will serve as the local government representative and the attorney-member.

Fred Leistiko, Kalispell - Fred is the manager of the Kalispell City Airport and chair of the Flathead County 911 administrative board and member of the state 911 advisory council. Fred was raised in rural Montana and graduated from Simms High School, received a bachelor's degree from Capital University, Columbus Ohio, and participated in international business graduate studies at the University of Akron, Ohio. He began a military career in 1966 as a helicopter pilot, serving two combat tours in Viet Nam, where he received the Purple Heart and numerous other commendations. Fred was an air traffic controller before transferring to the Army National Guard, where he achieved the rank of Lieutenant Colonel before retiring from the military. A former business owner, he now manages his own consulting business. He's served on the Kalispell City Council, was on the board of the Montana League of Cities and Towns and is currently a member of the Hockaday Museum of Arts board of directors. Fred Leistiko will serve as the airport manager representative on the board.

Roger Lincoln, Gildford - Roger has been in the crop spraying business since he graduated from high school in 1957 - the same year he took up farming. He and his wife own the crop spraying business, as well as farms in Hill and Toole Counties. Roger soloed on his 16th birthday and has logged 10,000 pilot hours, 6,000 of those as an aerial applicator. He served 10 years as a board member of First Bank in Havre, and currently serves on the Farm Service Agency county committee for Hill County. Roger is a past member of the Havre City/County Airport Board,

and holds membership in the Montana Pilot's Association, the Montana Aerial Applicators Association, and the National Aerial Applicators Association. He's on the board of directors for the Calvary Evangelical Church in Rudyard. Roger Lincoln will serve as the aerial applicator representative on the board.

Ted Schye, Fort Peck - Ted obtained his pilot's license in 1966 when he was a senior in high school. A fixed wing air ambulance pilot in Glasgow, he is the chief pilot and director of operations for the Frances Mahon Deaconess Hospital air ambulance -the smallest hospital in the country to have air ambulance service. Ted graduated from the University of Montana, and taught school before beginning a 25-year career in farming. Ted is also an aviation educator and a long-time member of the Montana Pilots Association and the Aircraft Owners and Pilots Association. Ted served in the Montana Legislature in the 1980s and 1990s. Ted Schye will serve on the board as a representative of the Montana Pilots Association.

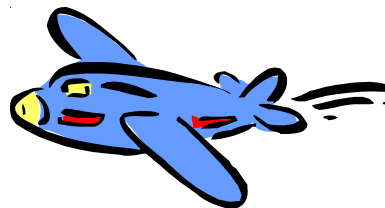
We congratulate the new members and look forward to working with each of them.

KitFox Sweepstakes:

EAA Chapter 517, Inc., in Missoula, Montana is finishing up their fund raising sweepstakes on April 2, 2005, the Grand Prize being a beautiful 1997 KitFox Model V. The airplane has only 110 hours on the airframe and Continental IO-240 engine. Pictures and further details are available on their web site at www.eaa517.org. The Chapter is trying to sell between 1,800 and a maximum of 4,000 tickets. Tickets are still available. The odds of winning are quite good.

Considering the Grand Prize has been appraised at \$48,500, the risk reward ratio is pretty darn good. Final odds will be determined base on the total number of tickets actually issued.

If you don't want to own a KitFox, it should sell for somewhere between \$30,000-\$40,000 on ebay . The Official Rules and entry form are available on the Chapter 517 web site at www.eaa517.org.



Twenty-nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,131. This includes \$200 for production, \$750 for postage and \$181 for printing.

2005 Conference = Another Success Story!

The 2005 Conference held in historic Butte proved to be another big success due to the hard work and dedication of many individuals. Thank you to the planning committee, exhibitors, sponsors, speakers and participants who help make the Montana conference one of the best! This year proved to be another record attendance with more 550+ participants.

In true Butte style the AOH Bagpipers & Drum Corp kicked off the Thursday luncheon along with many dignitaries including Lt. Governor John Bohlinger. And none better to speak at the kick-off luncheon than local hero Lieutenant Sarah Rhoads entertaining the crowd with her experiences as an FA-18 Super Hornet pilot. Lieutenant Rhoads is an amazing person with an amazing story to tell and in listening to her speak it makes you realize how lucky we are to live in the good ole' USA with people like Lieutenant Rhoads and others out there protecting our freedom – makes you “very proud to be an American”. Thank you Sarah!!

Thursday evening an exhibitor awards ceremony was held in the exhibit hall sponsored by City Service Valcon, thank you to Ed Croymans, Breezy Burlison and Tia Williams for their continued support each year. This year Aerotronics, Montana Aeronautics and Omaha Airplane Supply received awards for 21 years of attendance at the conference; MAC Aircraft Engines & Propellers, 19 years of attendance; Northwest Propeller Service, 18 years of attendance; UM - Helena College of Technology, 17 years of attendance; Montana Aviation Trades Association, Montana Pilots Association and Rocky Mountain College Aviation, 16 years of attendance; Mountain Air Insurance Services Inc., 14 years of attendance; City Service Valcon, 11 years of attendance and Honeywell Aircraft Health Monitoring Systems and L-3 Avionics Systems 10 years of attendance. Thank you to these and all of our exhibitors for their continued support of the conference without you our success would not be possible. Other exhibitors in attendance were Angel Flight West; AOPA; Avfuel Corporation; B & S Aircraft Parts & Accessories; Champion Aerospace; CLH Inc.; Cross Petroleum Service; FAA Runway Safety; Hartwig Fuel Cell Repair; High Country Agricultural Marketing; Midland Bi-Fold Doors; Montana Aerospace Development Assn.; Montana Antique Aircraft Association; Montana Wing Civil Air Patrol; Morrison Maierle; NOAA – National Weather Service; Northern Steele Industries; Polycron Systems; Pre-Paid Legal Services; Precision Airmotive; Recreational Aviation Foundation; Regal Aviation Insurance; Robert Peccia & Associates; Siemens Airfield Solutions; Silver State Helicopters; Stelling Engineers; Superior Air Parts; Teledyne Continental Motors; West Air; Western Plains Machinery; Western Skyways and W.S.I. Corp.

We would also like to offer a very special **thanks** to our sponsors who give so generously each and every year – City Service Valcon; Bert Mooney Airport; General Aviation News; Morrison Maierle; Edwards Jet Center Montana; Silver State Helicopters; Stelling Engineers; Aerotronics Inc.; Kadrmas Lee & Jackson; Montana Antique Aircraft Association; Robert Peccia & Associates; Big Sky Airlines; Horizon Airlines; Northwest Airlines; Skywest Airlines and First Citizens Bank of Butte.

On Friday the awards luncheon was held with many deserving scholarships going to a group of outstanding young people; this years scholarship recipients were: Tyrel Hendrickson, Chester; Aaron Andren, Billings; Andrew Jones, Bozeman; Traase Lear, Roundup; Patrick Tucker, Billings; Casey Holst, Billings; Andrea Robinson, Billings; Thomas Kifer, Billings and Crystal Dorne, Swan Lake. Steve Jones of the FAA gave Diamond Certificates of Excellence to Neptune Aviation Services, Missoula; Big Sky Airlines, Billings; Corporate Air, Billings and Merlin Airways, Billings; Special Recognition awards went to Big Sky Airlines and Corporate Air; Aviation Maintenance Technician of the year went to Mike Petrik of Sidney and Master Pilot Awards to Byron Byers, Twin Bridges; Harvey Casebeer, Butte; Doug Parrott, Roundup and John (Tuck) Barrett of Cascade. Montana Aeronautics Division presented Airport of the Year to Superior Airport and Educator of the Year went to Druann Kerns of Laurel. The Montana Pilots Association presented the Presidents Award to Art Lindstrom of Polson; MPA Ambassador of Aviation Award to Deb Mucklow of the Forest Service; and the Spark Plug Award to Dan Prill, Sand Coulee. Dan Hargrove, Director of Rocky Mountain College was the featured Friday luncheon speaker discussing his missions in the Boeing 757 for over seven years for both the Clinton and Bush administrations.

Friday evening an Irish dinner/dance was held at the Copper King with entertainment by funny man Jerry Cockrell, everyone was pleasantly surprised to see Jerry and he was kind enough in addition to his scheduled activities to fill in for speaker Wayne Handley who had to cancel at the last minute due to an illness. Jerry truly is one of the funniest speakers in aviation! Music and dance entertainment was provided by Dublin Gulch & the Tiernan Irish Dancers, the dancers were a joy to watch and a group of very talented girls & boys. Dublin Gulch kept everyone very entertained with their humor and incredible talent offering the finest in Irish music!

Saturday wound down with a lunch held in the exhibitor hall with thousands of dollars in door prizes given away to many lucky participants – special thanks to exhibitors & sponsors who give so generously each and every year.

And last but certainly not least Jim Tucker told his amazing story of survival at the Saturday evening banquet. Jim's story can only be described in one way “a miracle” or as Jim would describe it “divine intervention”. Jim and two other crewmembers of FedEx flight 705 fought off their attacker, a disgruntled employee, whose intent was to kill all of the crew and then crash the airplane into FedEx company headquarters. Jim's right side was paralyzed after taking a severe blow to the head from a hammer, penetrating the skull and driving bone fragments into his brain, after all of this Jim was still able to muscle the jumbo jet into maneuvers it was not built to do hoping to throw the attacker off his feet, Jim's aerobatic maneuvers worked and they were able to subdue the attacker and land the aircraft – true hero's and a grand finale to a very grand conference!!

Conference Activities!!



Pictured at the Saturday evening banquet are Lieutenant Sarah Rhoads, banquet speaker Jim Tucker and conference committee host member Dave Gates.



The IA Renewal course always packs the house - a great opportunity for mechanics to get together and learn the latest and greatest in aircraft maintenance.



Mike Petrik of Sidney was awarded the Aviation Maintenance Technician of the Year; pictured (l-r) are Debbie Alke, Mike Petrik & Mike's father Phil Petrik.



Department of Transportation Director Jim Lynch welcomed conference attendees to the Saturday evening banquet.



Friday afternoon the MPA offered refreshments during the static display, pictured (l-r) are Mike Rearden, Great Falls; Dave Gates, Butte; Jean Devivo, Dillon; Rob McDowell, Butte; Jim Tucker, banquet speaker and Dave Fine, Butte.

**Watch for
additional
conference news
& photos!!**

**NEXT
MONTH**

Dave Hoerner Receives Conservationist of the Year Award

The Montana Chapter of the Wildlife Society (the professional organization of wildlife biologists in Montana) awarded Kalispell pilot Dave Hoerner the prestigious *Conservationist of the Year Award* during a ceremony held at their annual meeting in Helena on March 2. The award recognized Dave for three decades of dedication to flying aerial wildlife surveys and relocations for the U.S. Park Service, the U.S. Forest Service, the University of Montana, the US Fish and Wildlife Service, and Montana Fish Wildlife & Parks. In that time, he has logged thousands of hours tracking, counting and relocating almost the entire range of Montana wildlife including black and grizzly bear, white-tailed and mule deer, elk, mountain lions, wolves, coyotes, Canada geese, moose, mountain goat, big horn sheep, osprey, eagles, lynx as well as several species of fish. His skills as a mountain pilot as well as his abilities to assist in wildlife surveys make him one of the most sought after pilots for this kind of work in western Montana. Dave has accomplished this while upholding highest standards of safety in operation and flight. Regardless of the circumstances or conditions, biologists trust Dave with their work and — their lives. The loyalty of the wildlife professionals to Dave was apparent when many at the ceremony stated that they would not even consider flying with anyone else. Fish, Wildlife and Parks Wildlife Biologist Rick Mace summed up the sentiment of many of those who have flown wildlife projects with Dave when he said, “Were it not for Dave, his commitment to wildlife, along with his skill in doing surveys as well as a mountain pilot, our knowledge about and ability to manage wildlife would be substantially less.” Congratulations Dave!



Dave Hoerner (r) and Fish Wildlife & Parks biologist Rick Mace after a survey flight.

2005 Flight Instructor Refresher Clinic



This year's Flight Instructor Refresher Clinic (FIRC) was presented by Hoffman Pilot Center, Missoula Montana. Forty flight instructors participated in the 16-hour FAA/Montana Aeronautics Division approved flight instructor clinic on February 5 & 6, 2005 in Helena. Instructors were (l-r) Art Dykstra, Missoula, Harry Laforge, Missoula, John Svedberg, Moses Lake, Washington, Steve Jones, FAA, Helena and Bob Clarke of Wenatchee, Washington.



This year, Larry French, Glasgow, Jim Foley, Billings and Bob Muth, Whitefish attended FIRC for the first time and were awarded the hand jeweled, Montana flight instructor wings.

Steve Long, air traffic controller from Salt Lake Center is a regular attendee and supporter of Montana's FIRC.



Transponders

By: Mike Quinn, Aviation Support Officer

It seems that a topic of discussion has developed over a comment written recently with regards to the little light on your transponder, what it does, when it does it, and why. Here then is a little more information to further confuse the issue.

Transponders are a passive system: they don't work unless there is an interrogation, so even with a transponder turned on and functional there will be no replies unless it is asked to do so. In order to better understand this, let's start with a little history.

Like many things in aviation, the transponder arose from technology in WWII. At that time, radar was still in its' infancy, and the Allies needed a way to discern the good guys from the bad out of all of those little blips they saw on their strange new screens returning from afar. Engineers came up with **IFF**: Identify, Friend or Foe. IFF had 64 different codes that could be set so that when it picked up a radar signal, it would send back the selected code (many times, the Allies would select a distinct code for the day, or a mission, etc) thereby indicating a "Friendly" aircraft that should probably not be shot down.

IFF's were placed in all manner of Allied aircraft – fighters, bombers, and transports. After the war, many of those transports became airliners, with the obvious conclusion that 64 distinct codes would not be enough to cover all the aircraft buzzing around the sky. As a result of this higher demand, engineers split the six pulses that made up the 64 codes into twelve pulses, generating 4096 code possibilities. And of course, we all recognize *that* number, don't we? (Hint – how many unique codes can a **4096** Transponder generate?)

So here we find ourselves today with a funny little black box sitting at the bottom of our radio stack that has four adjustable, numbered knobs, a setting switch, and a haphazardly blinking light whose inconsistencies gave rise to this entire discussion. As mentioned above, the transponder is a passive system that only operates following an interrogation. During an interrogation, the light will illuminate thereby letting you know that somebody, somewhere, is looking at you. Neither the frequency nor duration of an interrogation will damage your equipment (after all, it's what it was designed for), so it should give you no cause of concern that your wallet might be getting lighter in the near future.

"But why does my light come on often, and stay on for long periods of time?" you might ask. That is a question that can have many different correct - and incorrect – answers. Here, then, is one that I will offer (you can decide which category it falls into): Consider all of the aircraft flying around with TCAS (Traffic Collision Avoidance System), CWS (Collision Warning System), or other forms of "anti-bang" systems at any given moment. These are "mini radar" systems that send out signals to transponders, receive the signal back, and use a number of complex algorithms to ascertain things such as your altitude, heading, airspeed, weight, height, hair color, and credit limit. These can be set to interrogate transponders at ranges from "unlimited" down to less than a mile, and help draw the attention of pilots to possible traffic hazards. From corporate traffic flying the low flight levels, to the Majors flying heavy metal at FL390 and above, there is always a good chance that some form of TCAS is sniffing around your neck of the woods. Pile on top of that ground based ATC radars, and an occasional AWACS or F-16 playing "Peek-a-boo", and you'll get a sense of why that little light comes on so intermittently: It's because somebody is watching – and that's not always a bad thing.

Calendar

March 21-22, 2005 –Aeronautics Board Meeting. For further information phone (406) 444-2506.

May 21-22, 2005 – First Annual Fly2Fun Fly-In, Linn County Fair & Expo, Albany, Oregon, adjacent to Albany Airport. For further information email Fly2FunEvent@aol.com or call Gwen Graham at (503) 381-0997. Additional details of this event are on the organizations website at www.Fly2Fun.org.

May 27-29, 2005 - Benchmark Annual Work Session.

May 27-29, 2005 - Spotted Bear Annual Work Session.

May 28, 2005 – WASP Memorial Fly-In, Avenger Field, Sweetwater, Texas. This event will celebrate and honor the WASP of WWII. For pilot information contact FBO John Howard (325) 235-8478 or email flyin@avengerfield.org.

June 5, 2005 – Airshow Malmstrom Air Force Base featuring the Thunderbirds.

June 11, 2005 – Central Montana Hangar MPA is planning an informal fly-in at the Lewistown airport. For further information contact Tim Robertson at (406) 538-6004 or email trobertson@centurypaving.com.

June 17-19, 2005 - Meadow Creek Annual Work Session.

June 17-19, 2005 - Fort Peck Airport (37S). Frank Bass Fathers Day Pancake Breakfast. Friday: Cow Creek Fly-in Saturday: Boating, kayaking on Missouri River with Lewis and Clark History, Summer Theater BBQ evening. Sunday: Frank Bass Annual Fathers Day Pancake Breakfast. Contact Russ Dahl, Sec. MPA Valley Hangar, 406-228-4686, email: nemt1150r@yahoo.com or visit their website at www.montanapilots.org.

June 18-19, 2005 – Second Annual Twin Bridges Fly-In. For further information phone Heather Puckett at (406) 684-5335, check the following website for details, www.rubyvalleyaviation.com.

July 1-3, 2005 - Intermountain Chapter 99s NW Section 2005 Meeting, Red Lion Hotel, Spokane, Washington. For further information go to www.NWSection99s2005.com.

July 15-17, 2005 - Schafer Meadows Annual Work Session.

July 30-31, 2005 – Mountain Madness 05 Airshow. Glacier International, Kalispell. Featured acts include The Blue Angels, Pietsch Brothers, Jim Franklin, Schocklee Jet Truck, Gordon Bowman Jones Announcing and some war birds.

Top Ten Nighttime Checklist Items

Reprinted from March 2005 issue of Aviation Safety

While nighttime flight operations are not inherently unsafe, the lack of visibility can sometimes lead even careful pilots astray. Before launching into a darkening sky, consider these ten tips to make your flight more enjoyable and safer.

- Carry more than one flashlight. Don't forget spare batteries.
- Use IFR en route charts. They depict minimum IFR altitudes, which guarantee terrain clearance at night.
- Study the destination airport's runway layout to locate the rotating beacons' position and any obstacles.
- Carry an Airport/Facility Directory for your geographic area; you may find critical information in it about your flight.
- Conduct a thorough preflight, including a check of all exterior lights plus instrument panel and cabin lighting.
- Know how to activate the runway and taxiway lights at your departure and destination airports. The CTAF frequency may not be the one to use.
- Be sure the windshield and windows are clean. It's hard enough to see at night without the bugs.
- During ground operations near other aircraft, take care not to use strobes or aim landing lights at other pilots.
- On arriving at a non-towered destination, consider making a low pass to ensure a clear runway.
- Consider using oxygen at lower altitudes than you would in the daytime. Your vision will be better.

Irish Blessing

**May your day be filled with blessings
Like the sun that lights the sky,
And may you always have the courage
To spread your wings and fly!**



MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696.



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